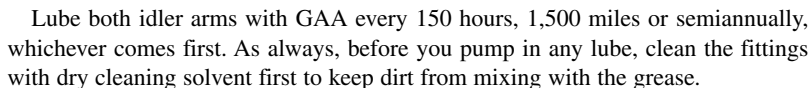


The support arms sit out of sight behind the idler wheels and are often covered with mud, so the grease fittings are easy to miss.

If you miss too often, the bearings dry out and the idler arm freezes. When the arm won't move, you can't adjust track tension. Your vehicle is NMC.



Finally, put a dab of GAA on the grease fittings immediately after relubing when you've washed or forded the vehicle. That'll keep the fittings from rusting.